



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

Notice of Preparation

September 23, 2003

To: Reviewing Agencies

Re: Long Beach Airport Terminal Area Improvements
SCH# 2003091112

Attached for your review and comment is the Notice of Preparation (NOP) for the Long Beach Airport Terminal Area Improvements draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Angela Reynolds
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for: [Signature]
Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003091112
Project Title Long Beach Airport Terminal Area Improvements
Lead Agency Long Beach, City of

Type NOP Notice of Preparation
Description Implementation of the facilities needed to accommodate the growth at the airport and the necessary security measures in the post-September 11, 2001 era.

Lead Agency Contact

Name Angela Reynolds
Agency City of Long Beach
Phone 562-570-6357 **Fax**
email -
Address 333 West Ocean Boulevard
City Long Beach **State** CA **Zip** 90802

Project Location

County Los Angeles
City Los Angeles, City of
Region

Cross Streets

Parcel No.

Township

Range

Section

Base

Proximity to:

Highways I-405, SR-1

Airports

Railways

Waterways Long Beach Airport (LGB)

Schools

Land Use Airport Land Use, Public Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Delta Protection Commission; Department of Fish and Game, Region 5; Office of Emergency Services; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Airport Projects; Regional Water Quality Control Board, Region 4

Date Received 09/23/2003 **Start of Review** 09/23/2003 **End of Review** 10/22/2003

NOP Distribution List

County: Los Angeles

SCH#

6003091112

<input type="checkbox"/>	<u>Resources Agency</u>	<input type="checkbox"/>	Dept. of Fish & Game 3 Robert Floerke Region 3
<input checked="" type="checkbox"/>	<u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/>	Dept. of Fish & Game 4 William Laudemilk Region 4
<input type="checkbox"/>	<u>Dept. of Boating & Waterways</u> Suzi Betzler	<input checked="" type="checkbox"/>	Dept. of Fish & Game 5 Don Chadwick Region 5, Habitat Conservation Program
<input type="checkbox"/>	<u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/>	Dept. of Fish & Game 6 Gabrina Gatchel Region 6, Habitat Conservation Program
<input type="checkbox"/>	<u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/>	Dept. of Fish & Game 6 I/M Tammy Allen Region 6, Inyo/Mono, Habitat Conservation Program
<input type="checkbox"/>	<u>Dept. of Conservation</u> Roseanne Taylor	<input type="checkbox"/>	Dept. of Fish & Game M Tom Napoli Marine Region
<input type="checkbox"/>	<u>California Energy Commission</u> Environmental Office	<input type="checkbox"/>	<u>Other Departments</u>
<input type="checkbox"/>	<u>Dept. of Forestry & Fire Protection</u> Allen Robertson	<input type="checkbox"/>	<u>Food & Agriculture</u> Steve Shaffer Dept. of Food and Agriculture
<input type="checkbox"/>	<u>Office of Historic Preservation</u> Hans Kreutzberg	<input type="checkbox"/>	<u>Dept. of General Services</u> Robert Slepny Environmental Services Section
<input checked="" type="checkbox"/>	<u>Dept. of Parks & Recreation</u> B. Noah Tilghman Environmental Stewardship Section	<input type="checkbox"/>	<u>Dept. of Health Services</u> Wayne Hubbard Dept. of Health/Drinking Water
<input type="checkbox"/>	<u>Reclamation Board</u> Lori Buford	<input type="checkbox"/>	<u>Independent Commissions/Boards</u>
<input type="checkbox"/>	<u>Santa Monica Mountains Conservancy</u> Paul Edelman	<input type="checkbox"/>	<u>Delta Protection Commission</u> Debby Eddy
<input type="checkbox"/>	<u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input checked="" type="checkbox"/>	<u>Office of Emergency Services</u> John Rowden, Manager
<input checked="" type="checkbox"/>	<u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/>	<u>Governor's Office of Planning & Research</u> State Clearinghouse
<input type="checkbox"/>	<u>Fish and Game</u>	<input type="checkbox"/>	<u>Native American Heritage Comm.</u> Debbie Treadway
<input type="checkbox"/>	<u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division		
<input type="checkbox"/>	<u>Dept. of Fish & Game 1</u> Donald Koch Region 1		
<input type="checkbox"/>	<u>Dept. of Fish & Game 2</u> Banky Curtis Region 2		

<input checked="" type="checkbox"/>	<u>Public Utilities Commission</u> Ken Lewis	<input type="checkbox"/>	Dept. of Transportation 8 Linda Grimes, District 8
<input type="checkbox"/>	<u>State Lands Commission</u> Jean Sarino	<input type="checkbox"/>	Dept. of Transportation 9 Gayle Rosander District 9
<input type="checkbox"/>	<u>Tahoe Regional Planning Agency (TRPA)</u> Lyn Barnett	<input type="checkbox"/>	Dept. of Transportation 10 Tom Dumas District 10
<input type="checkbox"/>	<u>Business, Trans & Housing</u>	<input type="checkbox"/>	Dept. of Transportation 11 Bill Figge District 11
<input checked="" type="checkbox"/>	<u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<input type="checkbox"/>	Dept. of Transportation 12 Bob Joseph District 12
<input type="checkbox"/>	<u>Caltrans - Planning</u> Ron Helgeson		<u>Cal EPA</u>
<input checked="" type="checkbox"/>	<u>California Highway Patrol</u> Lt. Julie Page Office of Special Projects	<input type="checkbox"/>	<u>Air Resources Board</u> Airport Projects Jim Lerner
<input type="checkbox"/>	<u>Housing & Community Development</u> Cathy Creswell Housing Policy Division	<input type="checkbox"/>	<u>Transportation Projects</u> Kurt Karperos
<input type="checkbox"/>	<u>Dept. of Transportation</u>	<input type="checkbox"/>	<u>Industrial Projects</u> Mike Tollstrup
<input type="checkbox"/>	<u>Dept. of Transportation 1</u> Mike Eagan District 1	<input type="checkbox"/>	<u>California Integrated Waste Management Board</u> Sue O'Leary
<input type="checkbox"/>	<u>Dept. of Transportation 2</u> Don Anderson District 2	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Jim Hockenberry Division of Financial Assistance
<input type="checkbox"/>	<u>Dept. of Transportation 3</u> Jeff Pulverman District 3	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality
<input type="checkbox"/>	<u>Dept. of Transportation 4</u> Tim Sable District 4	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Mike Falkenstein Division of Water Rights
<input type="checkbox"/>	<u>Dept. of Transportation 5</u> David Murray District 5	<input type="checkbox"/>	<u>Dept. of Toxic Substances Control</u> CEQA Tracking Center
<input type="checkbox"/>	<u>Dept. of Transportation 6</u> Marc Birnbaum District 6		
<input checked="" type="checkbox"/>	<u>Dept. of Transportation 7</u> Stephen J. Buswell District 7		

<input type="checkbox"/>	<u>Regional Water Quality Control Board (RWQCB)</u>	<input type="checkbox"/>	<u>RWQCB 1</u> Cathleen Hudson North Coast Region (1)
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 3</u> Central Coast Region (3)
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<u>RWQCB 4</u> Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 5S</u> Central Valley Region (5)
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 6</u> Lahontan Region (6)
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 8</u> Santa Ana Region (8)
<input type="checkbox"/>		<input type="checkbox"/>	<u>RWQCB 9</u> San Diego Region (9)
<input type="checkbox"/>		<input type="checkbox"/>	<u>Other</u>



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

October 6, 2003

File No: 03-00.04-00

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Long Beach Airport Terminal Area Improvements

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 23, 2003. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:


1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall "C" Unit 4B Trunk Sewer, located in Clark Avenue at Stearns Street. This 48-inch diameter trunk sewer has a design capacity of 26.5 million gallons per day (mgd) and conveyed a peak flow of 14.6 mgd when last measured in 2000.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson, or the Long Beach Water Reclamation Plant (WRP). The JWPCP has a design capacity of 385 mgd and currently processes an average flow of 325.3 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 18 mgd.
3. The expected increase in average wastewater flow from the project site is approximately 10,000 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

Enclosure

285433.1

**INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection

3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers.

V. WHAT DO I NEED TO FILE?

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

September 30, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Notice of Preparation of a Draft Environmental Impact Report for Long Beach Airport Terminal Area Improvements

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Cleaning the air that we breathe...

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

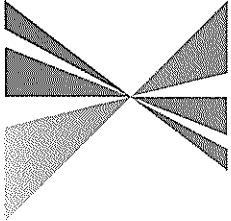


Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC030923-06LI
Control Number

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

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www.scag.ca.gov

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Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Oviatt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

October 9, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

**RE: SCAG Clearinghouse No. I 20030539 Long Beach Airport
Terminal Area Improvements**

Dear Ms. Reynolds:

Thank you for submitting the **Long Beach Airport Terminal Area Improvements** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Long Beach Airport Terminal Area Improvements**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **September 16-30, 2003** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

120 SO. SPRING ST.

LOS ANGELES, CA 90012

PHONE (213) 897-4429

FAX (213) 897-1337

*Flex your power!
Be energy efficient!*

October 16, 2003

Ms. Angela Reynolds, Environmental Officer
Long Beach City Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

IGR/CEQA 030966 SCH # 2003091112
Notice of Preparation for EIR, Vic.LA/405/3.32
Long Beach Airport Terminal Area Improvements

Dear Ms. Reynolds:

We have received the Notice of Preparation (NOP), and the accompanying Initial Study (IS) and Environmental Analysis (EA) materials, for the proposal referenced above, right. For the California Department of Transportation (Caltrans), we have the following comments.

We appreciate that according to Page 10 of the EA a freeway link analysis will be done. Project-generated trips during hours of peak congestion on freeway mainline sections are of concern to us, and we ask that these be estimated. Please remember to estimate those freeway trips both inbound and outbound and in all directions relative to the facility. Distribution of those trips on the various freeways is relevant for estimating project contribution to cumulative impacts and share of mitigation effort, so we ask for volumes estimates at least as far as expected average freeway trip length. In any case please estimate project-generated freeway trip volumes into and from Orange County (Caltrans District 12).

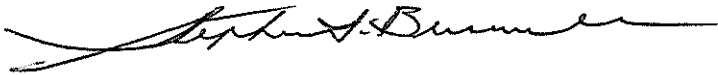
Please note the California Environmental Quality Act (CEQA) allows a responsible agency such as the State Department of Transportation (Caltrans) to develop criteria for evaluating impacts upon those activities and facilities it manages. Caltrans facilities are located within counties; however, the counties do not have final word on management of Caltrans facilities within their geographical boundaries. The local-county CMP cutoff-volume criteria for significance do not apply. A development project is still responsible for its equitable share pursuant to the formula in Appendix B of the Caltrans Guide for the Preparation of Traffic Impact Studies. For your reference, we enclose with this letter a separate page that includes the name of the WEB-site for downloading the Guide.

We are also concerned about freeway interchanges, particularly exit ramps in situations where traffic might possibly be backed up as far as onto freeway moving lanes, where potential for very dangerous high-speed collisions would exist. Particular attention should be paid to the capacity of surface streets and intersections to accept sufficient flow to prevent exit-ramp backup even during times of peak traffic. Especially if trucking involving air cargo is involved, we ask that appropriate PCE ratios (Passenger Car Equivalents) be used for trucks in estimating traffic volumes on ramps as well as elsewhere.

Considering that extensive and specialized construction operations might occur, we ask that the applicant explicitly consider truck-management plans and develop such plans if and when needed. Particularly we ask that the applicant avoid excessive or poorly timed truck platooning (caravans of trucks) even on days when many truck trips per day to or from a location might be desirable. We ask that large size truck trips on State highways typically be limited to periods other than peak commute times. Also we remind you that transportation of certain construction materials or special equipment, of kinds requiring use of oversized-transport vehicles on State highways, would require a Caltrans transportation permit.

If you have any questions for us regarding these comments, please refer to IGR/CEQA No. 030966/EK, and contact me at (213) 897 – 4429 .

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen J. Buswell", with a long horizontal flourish extending to the right.

STEPHEN J. BUSWELL
IGR/CEQA Program Manager

enclosure page: Traffic Study Elements, based on Caltrans Guide

cc: Mr. Scott Morgan, State Clearinghouse

The following listed are elements of what is expected in a full-scale traffic study for consideration by the IGR/CEQA Branch at District 7 of California State Department of Transportation (Caltrans). This WEB-site contains access to the Caltrans Guide for the Preparation of Traffic Impact Studies, at selection item "tisguide.pdf" :

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports> .

1. a) Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to route. Also, b) Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
2. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways mainline sections, interchanges, intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested when usable). Utilization of transit lines and vehicles, and of all other facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.
3. Inclusion of all appropriate traffic volumes. Analysis should include a) traffic from the project under consideration, b) cumulative traffic from all specific approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth. Scenarios involving different assumptions on development and growth might be considered.
4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. This discussion should include, but not be limited to, the following:
 - ☐ description of transportation infrastructure improvements
 - ☐ financial costs, funding sources and financing
 - ☐ sequence and scheduling considerations
 - ☐ implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
5. A plan of realistic mitigation measures under the control of the developer as well as specification of developer's percent shares of the costs for various mitigation actions undertaken by other agencies. Assessment fees for mitigation action should be in proportion of the additional traffic generated by the project to the amount of traffic benefiting from action (see Traffic Impact Study Guidelines). Number of trips from the project on each travel segment or element is estimated in the context of forecasted traffic volumes that include all sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.



County of Orange
Planning & Development Services Department

BRYAN G. SPEEGLE
DIRECTOR

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SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

NCL 03-104

October 17, 2003

Angela Reynolds - Acting Environmental Officer
Department of Planning and Building
City of Long Beach
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

SUBJECT: DEIR for the Proposed Neighborhood Park (2910 East 55th Way)

Dear Ms. Reynolds:

Thank you for the opportunity to respond to the above referenced project. The County of Orange has reviewed the Draft Environmental Impact Report (DEIR) and has no comment at this time. However, we would appreciate being informed of any further developments.

If you have any questions, please contact Charlotte Harryman at (714) 834-2522.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy Neely", with a stylized flourish at the end.

Timothy Neely, Manager
Environmental Planning Services Division

October 14, 2003

City of Long Beach
Attn: Ms. Angela Reynolds, Environmental Officer
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

**SUBJECT: CITY OF SEAL BEACH COMMENTS RE: NOTICE OF
PREPARATION OF DRAFT EIR – “LONG BEACH
AIRPORT TERMINAL AREA IMPROVEMENTS”**

The City of Seal Beach has reviewed the above referenced Notice of Preparation (NOP) and has several general comments and observations relative to the document, which are set forth below.

Provided below are our concerns regarding the information and discussion within Section 3.0, **Description of the Proposed Project**, of the NOP:

□ **Concern of the City of Seal Beach:**

As indicated in this section, *“The terminal improvements are being designed to accommodate the 41 airline flights and 25 commuter flights . . .”* The document also indicates in various sections that settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code, *“. . . permits air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate an minimum of 25 flights per day. There are provisions in the ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (CNEL) limits.”* (Page 6 and elsewhere)

This language indicates that the number of flight operations may in fact exceed the 41 flights for air carriers and 25 flights for commuter carriers on a daily basis. The

DEIR must clearly indicate if those numbers of minimum flight operations have been exceeded in the past, the extent of those exceedences, and clear projections as to the number of annual passengers that would be anticipated if the stipulated minimum number of daily flights are exceeded, based on past airport operation characteristics. It is not appropriate to base an analysis for EIR purposes on the minimum flight operations permitted by provisions of settlement agreements and provisions of Chapter 16.43 of the Municipal Code. This comment applies to all analysis conducted for the preparation of the DEIR

The DEIR analysis must be based on the anticipated number of flight operations, and the resulting number of annual passengers, and the impacts of those anticipated numbers of passengers and resulting support staff, based on the projected number of flights that could be added without airlines or commuters exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990.

The DEIR needs to clearly set forth the above information regarding past flight operations that exceeded the minimum number of flight operations permitted, and project those exceedences into the future, based on the assumed operational noise levels of the types of aircraft that will utilize Long Beach Airport in the future.

Provided below are our concerns regarding the information and discussion within Section 7.0, **Probable Environmental Effects of the Proposed Project**, sub-section XI, Noise, of the NOP:

□ **Concern of the City of Seal Beach:**

It is indicated that the DEIR “. will document the existing noise environment and the future noise environment with and without the project. The analysis will use noise data collected at the LGB noise monitoring stations to establish existing cumulative CNEL noise levels and representative single event noise levels. The evaluation will also utilize the maximum CNEL contour permitted by current City regulations. The EIR will explain the noise budget that operates at LGB. The EIR will also address short-term construction noise associated with the proposed improvements. The LGB noise budget serves as a mitigation measure.”

The City of Seal Beach supports the evaluations that will be prepared as described above. However, there are several issues that the City requests be also evaluated within the DEIR document, as discussed below.

The City requests that the DEIR thoroughly analyze the project based on the anticipated number of flight operations, and the resulting CNEL and SENEL noise levels, based on the projected number of flights that could be added without airlines or commuters exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990, not just the minimum number of flights permitted by the appropriate settlement agreements and

the provisions of Chapter 16.43 of the Long Beach Municipal Code. The cumulative noise analysis will not be adequate under CEQA unless it is based on an analysis of the anticipated flight activity, not the minimum flight activity permitted by the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code.

During several of our recent City Council meetings concerns have been raised by City Council members and the general public regarding the perceived variances from the approved flight paths for flights descending into Long Beach Airport, and the low level of many of those flight operations. There is a concern that the enforcement of the existing flight approach patterns are not be rigorously monitored and enforced by the Airport. The City has received complaints from the residents regarding the noise impacts of these perceived deviations of the allowable arrival flight patterns. The City has also received comments that airport responses have not been timely or have adequately addressed concerns, requiring additional follow up by City staff.

The DEIR should present a clear and thorough presentation of information regarding the number of arriving flights that deviate from the approved approach patterns, both vertically and horizontally. The document needs to clearly establish the resulting noise levels that may be generated by such deviations for the flight patterns, and determine if there are exceedences of the CNEL and SENEL provisions of Chapter 16.43 of the Long Beach Municipal Code in those instances. The City of Seal Beach requests that the DEIR include information as to the locations of the current noise monitoring stations, and evaluation as to the necessity of establishing additional noise monitoring locations within the City of Seal Beach to ensure full and complete compliance with the provisions of the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code.

The City further requests that the DEIR provide an “Air Carrier Arrivals Crossing Seal Beach” and a “Penetration Gate Plot” analysis similar to that provided within the “Long Beach Airport Brief – Huntington Beach Presentation”, dated July 31, 2003 for the appropriate “gate plot” locations either within Seal Beach or the closest applicable gate plot locations to our city boundaries.

Provided below are our concerns regarding the information and discussion within Section 7.0, **Probable Environmental Effects of the Proposed Project**, sub-section XV, Transportation/Traffic, of the NOP:

□ **Concern of the City of Seal Beach:**

The DEIR Transportation/Traffic analysis must be based on the anticipated number of flight operations, and the resulting number of annual passengers, and the impacts of those anticipated numbers of passengers, and the resulting support staff, based on the projected number of flights that could be added without airlines or commuters

exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990.

The DEIR needs to clearly set forth the above information regarding past flight operations that exceeded the minimum number of flight operations permitted, and project those exceedences into the future, based on the assumed operational noise levels of the types of aircraft that will utilize Long Beach Airport in the future.

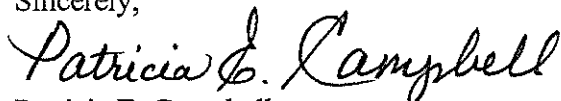
All transportation/traffic analysis in the DEIR must be based on the projected number of flights that could be added without airlines or commuters exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990, not just the minimum number of flights permitted by the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code

During the public comment period on the Draft EIR, our City will provide comments and concerns as determined appropriate. Again, our primary concerns would be related to potential increases in noise impacts to the City of Seal Beach based not on a minimum number of flight operations, but on a reasonably expected number of flight operations, based on past flight operational levels that have occurred within the allowable noise budget for Long Beach Airport, and the impacts of continuing arrival flight* path deviations over our community.

The City Council considered and discussed the NOP on October 13, 2003 and authorized the Mayor to sign this letter, representing the official comments of the City of Seal Beach.

Thank you for your consideration of the comments of the City of Seal Beach. Please do not hesitate to contact Mr. Lee Whittenberg, Director of Development Services, City Hall, 211 Eighth Street, Seal Beach, 90740, telephone (562) 431-2527, extension 313 if you have any questions regarding this matter. In addition, please provide four (4) copies of the Draft EIR on this project to Mr. Whittenberg, so the City can have a copy available at City Hall and at each library within the City available for public review during the public comment period. The City would also request a PDF formatted-copy of the DEIR, including all technical appendices, be forwarded to Mr. Whittenberg at the time of distribution so that it might be posted on our web page for interested citizen's to view and prepare any comments they may wish to forward to Long Beach on this project during the public comment period.

Sincerely,



Patricia E. Campbell
Mayor, City of Seal Beach

Distribution:

Seal Beach City Council
Seal Beach Environmental Quality Control Board

Seal Beach Planning Commission

City Manager

Director of Development Services